

24 NOV 59

UNCLASSIFIED MESSAGE

ROUTING

25X1IRIG :   
 UNIT : **DPD/OPS**  
 25X1XT :   
 DATE : **24 Nov 59**

**TOP SECRET**

1		4	
2		5	
3	<b>OPS</b>	6	

25 YEAR RE-REVIEW

25X1o : FROM: **DIRECTOR**CONF: **DPD (1-2-3-4-5-6-7-8-9-10)**INFO: **S/C (11)****RAS****TOR: 2104Z 24 NOV 59**

P R O D U C T I O N	DEFERRED	<b>XX</b>	PRIORITY	INITIALS
	ROUTINE		OPERATIONAL IMMEDIATE	INITIALS

**OUT55681**

25X110

CITE **4642**

25X1

1. THANK YOU FOR COMPREHENSIVE DETAILS IN REF AND HAVE CONFIRMED JP 1  
 (NATO F-34) ACCEPTABLE FOR C-130. PLANS FOR STAGING AIRCRAFT, HAVE, HOWEVER, NOW  
 SLIGHTLY ALTERED AND ARE AS FOLLOWS:

A. ONE C-124 WILL BE USED TO AIRLIFT FUEL AND EMERGENCY PICK-UP GEAR  
 AND WILL STAGE THRU  AT PRE-ALERT. ON ALERT WILL MOVE TO  
 OFF LOAD FUEL AND RETURN  WHERE IT WILL REMAIN UNTIL  
 AWAY. REASON IS THAT IN EVENT UNSERVICEABILITY AT  THE  
 WOULD BE DISMANTLED AND RETURNED  IN C-124. THIS CAPABILITY  
 NOT POSSIBLE WITH C-130.

B. ONE C-130 WITH PERSONNEL WILL STAGE THRU  AFTER RECEIPT

2. IN VIEW ABOVE, TOTAL FUEL REQUIREMENT  WILL BE APPROX 11,000 GALS JP1  
 TO ALLOW FOR REFUELING BOTH OUTBOUND AND INBOUND.

END OF MSG

STANLEY W. HERNLI  
 CHIEF, OPERATIONS DPD

COORDINATING OFFICERS

**TOP SECRET**

RELEASING OFFICER

AUTHENTICATING OFFICER

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